

***WA-Trans Partners Meeting Notes
March 23, 2006***

Attendees:

Participant	Association	Location Attended
Tami Griffin	WSDOT - WA-Trans	Olympia
Michael Leierer	WSDOT - WA-Trans	
Michelle Blake	WSDOT - WA-Trans	Olympia
Matthieu Denuelle	ESRI	Olympia
Susan Bagley	WSDOT Rail Office	Olympia
Chris Madill	WA Traffic Safety Commission	Olympia
Mark Finch	WSDOT - TDO	Olympia
Pat Whittaker	WSDOT - TDO	Olympia
Ron Cihon	WSDOT - CGIS	Olympia
Rhett Harmon	Marshall	Olympia
Lurleen Smith	Mason County	Olympia
Ken Stallcup	WSDOT - WA-Trans	Olympia
Steve Rush	Flor-Hanford	Yakima
Andy Norton	Puget Sound Regional Council	Seattle

Facilitator and Note Taker: Tami Griffin

Agenda:

- I. Introductions
- II. Status Report (new staff, participants, Steering Committee Activities, milestones met)
- III. Data Model and Standards Status and Changes
- IV. Architecture in Depth
- V. Translator - how it is working and demonstration
- VI. Break
- VII. Puget Sound Pilot Update
- VIII. One Road (Transportation Pooled Fund) Pilot Update
- IX. Return on Investment Process and Status
- X. Announcements
- XI. Future Meetings, Review and Close

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Status Report:

New WA-Trans Staff

- Michael Leierer was introduced as Assistant Project Manager / Technical Lead. Michael is responsible for developing the WA-Trans side of the translator during the Puget Sound Pilot, providing project management (with support from Tami) during the One Road (TPF) Pilot and testing the databases and providing technical support for any software development process.
- Ken Stallcup was hired as a part-time contracted Technical Writer for the project. Ken is responsible for documenting detailed business cases for the Return on Investment Study, developing help files on the translation process (and other processes in the future), and documenting manual processes to provide consistency between pilots and support for requirements documentation for software automation of manual processes.
- GIS Analyst for the project will be hired within the next couple of months. This position will be responsible for developing (and supporting implementation of) processes to get WSDOT data into WA-Trans, providing GIS expertise in processes to be automated during the One Road Pilot (such as integration processes), providing consistency in GIS processes across all WA-Trans pilots and activities, and working in support of local governments providing data to WA-Trans.

New participants were announced:

- Mason County has "re-engaged" and is interested in participating again,
- The Swinomish Tribe has expressed interest in participating.

Steering Committee Activities:

- Worked on data update cycles and notification policies,
- Worked on an archival and retrieval policy,
- Working on crosswalks between different road classification systems (federal functional class, BIA classification, Census, etc.,
- *Concern was expressed for the use of the Census classification by The National Map over FHWA. There are some who don't believe that is the case, but will be checking it out.*

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- Worked on strategizing for how we will pilot working with a jurisdiction with no data,
- Working to determine WA-Trans relationship to the Washington State Government Enterprise Architecture,

For details on these things see the presentation slide from the meeting or look at the Steering Committee Meetings.

Data Model and Standards Status and Changes

Business Rule Changes:

- The concept of first order and second order points has been clarified and further refined within a specific mode,
- First order points occur where segments are broken (public road intersections and jurisdictional boundaries),
- Second order points can be used at-grade, non-road crossings and for public/private at-grade intersections,
- Second order points need not break segments. This avoids over segmentation while allowing the use of these points for a variety of purposes,
- The use of 2nd Order points avoids over segmentation of roadway, while allowing the possibility for entities to define agreement points as such intersections. Such a point can stand-alone and provides a means to clip a roadway segment.

For illustrations see presentation slides, for actual language see WA-Trans Standards.

http://www.wsdot.wa.gov/mapsdata/transframework/project_presentations/WA-Trans%20Partners%2023-06.pdf, pg. 12

WA-Trans Staging Database

- Previously called Working Storage. Staging more adequately reflects the process of preparing data to put into the WA-Trans database,
- It will be a geo-database with versioning,
- Where manual and automated data manipulation occurs in preparation of putting data into WA-Trans (ex. Re-segmenting of data, documenting agreement points, adding WA-Trans dates), etc.,
- The Puget Sound Pilot will test the use of versioning and the design of this database to serve the function of preparing data for WA-Trans. Puget Sound Regional Council will be instrumental in this.

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WA-Trans Database

- WA-Trans will be registered with a geo-database.
- This will facilitate use with tools for spatial data work.
- SQL format is still available.

Architecture Update

Translator Conceptual Architecture

Data Provider Translation Process for the Puget Sound Pilot:

- Fill out the WA-Trans Crosswalk Spreadsheet, (used to assist a provider with understanding the attribute relationship between their data and WA-Trans),
- Download the WA-Trans personal database (a personal mdb including only the attributes necessary for a good translation),
- Translate provider data into the WA-Trans Personal Database,
- Fill out the WA-Trans submittal form (this form provides provider specific information to be used for stakeholder information in the database,
- Upload database, submittal form and metadata file.

Michael demonstrated the translation process.

WA-Trans Translator Process Concept for Puget Sound Pilot

- This is the process from the WA-Trans side for data providers.
- WA-Trans performs QA/QC on provider's submitted data within the submitted personal database.
- Add WA Trans specific attributes to provider's records.
- Translate provider's submitted data to WA-Trans Staging database,
- The process can be saved for reuse,
- We still have to develop the process for data users.

Puget Sound Pilot Update

Milestones

- Agreement Points have been defined between Pierce and King County,
- WA-Trans purchased a copy of the ESRI Data Interoperability Extension,
- WA-Trans developed a Statement of Work with ESRI for training and support during the pilot,

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- WA-Trans completed a data model review with ESRI,
- We completed training (for King and Pierce Counties, Puget Sound Regional Council and WSDOT on the Data Interoperability Extension,
- Michael attended two days training on FME (the Data Interoperability Extension is based on FME),
- We completed design and implementation of simplified dataset for data providers to work with,
- WA-Trans made sure data providers have access to WSDOT environment for translation during the pilot,
- We developed the WA-Trans side of the translator,
- Michelle implemented the WA-Trans database and tested it with WSDOT and TeleAtlas data.

Agreement Points

- Pierce County has been leading the effort to establish agreement points, first with King County (very nearly complete) and then with all surrounding counties,
- Letters were written about agreement points to all surrounding counties explaining agreement points and soliciting involvement in the process,
- Two major issues have been highlighted:
 - Boundary layer issues (discussed at the last meeting),
 - The King County dataset includes driveways, but Pierce County does not. Second order points will facilitate this,
- We are beginning work on the process to document these points in WA-Trans.

Next Step - Puget Sound Pilot

- Complete data user side of translation process,
- Complete translator help files,
- Get King and Pierce County data translated in,
- Work with Puget Sound Regional Council to document staging and QA/QC processes,
- Provide data to The National Map,
- Provide data to other groups wanting to test the results,
- Begin process to put WSDOT data into WA-Trans,
- Find funding for Phase II.

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One Road (previously called Transportation Pooled Fund) Pilot Update Milestones

- Project Charter has been completed,
- Nebraska, Oregon, Ohio and Tennessee DOTs have committed to joining. California is considering involvement,
- A solicitation for July, 2006 has been posted recently, looking for new partners,
- Annual Advisory Team Meeting has been scheduled for directly after the GIS-T Conference held in Ohio next week,
- Advisory Team includes representatives from all the states providing money to the pool to get buy off on deliverables and scope and determines how we move forward.

One Road Activities

- We are working to develop agreements with universities for some of this work. WSU has expressed interest in providing GIS work.
- We are also trying to figure out how private partnerships would work. Several companies have expressed interest.
- We are documenting processes, which will lead to requirements for integration and user interfaces.

Phase I and Phase II (July 2005 - June 2007)

- Continue to work on translators and how easily additional software can be interfaced with them,
- Develop requirements for the two user interfaces,
- Develop requirements for Integration,
- Look at existing software solutions and research,
- Develop integration software (iteratively).
- Test the results of the software with various pilots.
- We will do as much as we have funding and resources to do.

Phase III and Phase IV (Begin July 2007)

- Complete integration software.
- Develop requirements for QA/QC software,
- Research existing solutions for QA/QC software,
- Develop QA/QC software.

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- Begin looking at security required in some detail and public/private data issues.
- Security will likely be purchased or part of existing systems.
- Develop requirements for linear referencing integration and follow the rest of the process out.

Justifying the Costs of WA-Trans

- FGDC and GITA sponsored a case study on return on investment for a multi-agency GIS project. WA-Trans was selected for this study. They came in mid-November and trained and worked with us to determine business case for transportation planning and WA-Trans.
- The study was only focused on Transportation Planning. We have only collected a small percentage of the business benefits so far (and these only in WSDOT).

WA-Trans Return on Investment (ROI) Process

Within WSDOT we still need to look at:

- TDO (Roadway & Travel Analysis Branches),
- Freight Strategies and Policies,
- Planning Office,
- Cartography and GIS (data collected),
- Incident Response,
- Public Transportation,
- Highways and local programs,
- Others not yet identified.

We plan to perform a strategic analysis that quantifies benefits outside WSDOT as well. We have several candidates identified:

- MPOs and RTPOs
- Dept. of Fish and Wildlife,
- Revenue,
- Corrections,
- Social & Health Services
- Military,
- Utilities and Transportation Commission,
- Various Local Governments. . .

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WA-Trans ROI Results (so far)

- Assuming a very conservative development schedule we were able to show enough benefits to **recoup half our costs** over a 20-year period with just what we have collected so far.
- Assumed a development schedule of implementation in mid-2010.
- Assumed small piecemeal funding until all pilots complete and minimal overlap between them.

Announcements

- WA-URISA is May 8, 9, 10 in Tacoma. They were looking for transportation presentations (***they have all they need now***).
- Washington State Ortho-imagery Program is considering new higher resolutions to better meet statewide demands. (See George Spencer, SpenceG@wsdot.wa.gov).

Future Meetings, Review and Close

Next Meeting is:

- September 14, 2006
- 10 a.m. - noon
- Transportation Building, Room 2F-22
- 310 Maple Park SE
- Olympia, WA
- *Video-conferencing available at DOT Headquarters buildings or by advanced arrangement.*

Additional Comments and Discussion

Steve Rush announced that in April there would be a meeting regarding the GPS Reference Network. This is likely to happen sometime after the Washington URISA Conference. Contact Dave Steele and Gavin Schrock for more details.